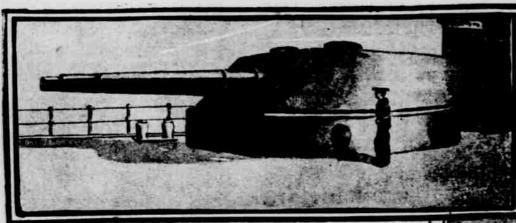
MISSOURI," Mightiest Monarch of the Fighting IS 40 PER CENT COMPLETE.



ONE OF THE GREAT TURRETS OF THE MISSOURL Centaining two twelve-inch guns.

In Speed, Displacement and Offensive and Defensive Equipment She Is Expected to Excel Any Other Vessel Carrying Uncle Sam's Colors, and to Be More Than a Match for Any Ship in World.

Newport News, Va., June 18.-High upon r stocks in the yard of the Newport News

her stocks in the yard of the Newport News
Ship Building and Dry Dock Company in
this city is the mighty battleship Missouri,
one of the many men-of-war now building
for the United States Navy. The ship is a
worthy namesake of a great State.

The building of the ship is not yet near
completion, and it will be several months
before she is even launched, but work on
her is progressing rapidly, and in due time
she will be aficat on the high seas with the
Stars and Stripes flying from her flagstaff.

To those who have never had the opportunity of observing the building of a ship
like the Missouri, it is difficult to understand
the magnitude of the undertaking—the extensive preparation for it, the vast quantity of material required, the amount of
work necessary to construct the ship, and
—another small item—the cost. The work
is worth going miles to see. At times there
are as many as 500 or 600 men at work on
the vessel at once, all as busy as bees, besides many more at work on different pieces
of the ship in different parts of the yard.
On the vessel at once, all as busy as bees, besides many more at work on different pieces
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of the ship in different parts of the yard.
On the vessel the work of the sledgehammer and cold-chisel, mingled with the constant ratiling of other tools and building matorial. Creates a continuous jarring buzz,
hich makes it impossible to hear any but
the loudest conversation.

At this stage of the building of the ship

mate armor, diagonal armor 9 inches thick extends from the sides of the vessel to the barbette armor.

In the casemate thus formed are placed

a formidable batter.

The turrets containing the 12-inch guns are turned by electricity. The motors used for this purpose can revolve one of these great turrets through 360 degrees in one minute. The armor of both the turrets and barbettes is 12 inches thick. Ten of the 6-inch guns are within the casemate, two others are on the berth forward in 6-inch armored sponsons, and four are on the upper deck. Through the arrangement of her guns the ship can train many of them in one direction, or some of them in all directions.

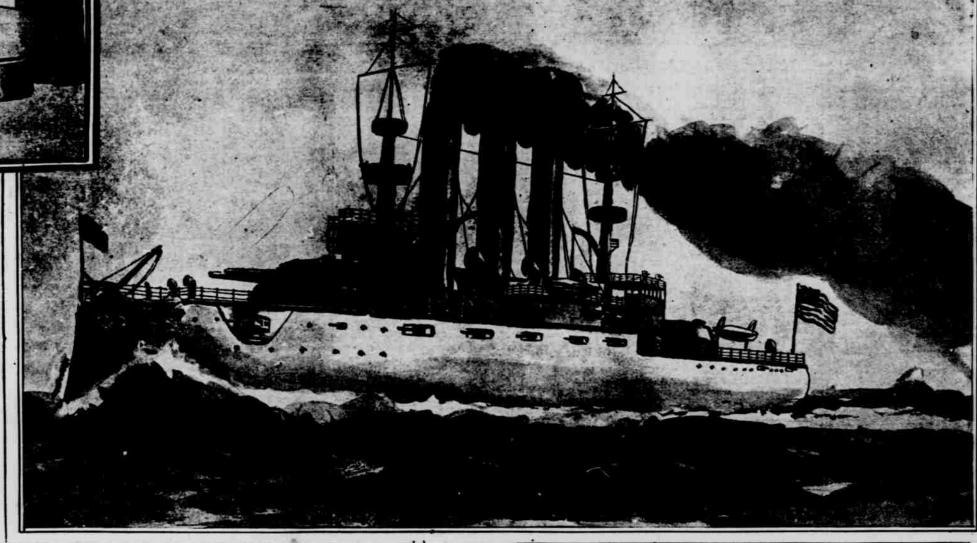
thich makes it impossible to hear any but the joudest conversation.

At this stage of the building of the ship nothing but steel has been yet used. And, indeed, but very little wood will go into her. The most of this will be used for decking and in fitting up quarters for officers and crew, and will be thoroughly fireproofed.

The Missouri is a sister ship of the Maine, now building at the works of the William Cramp & Sons Ship and Engine Building Company in Philedalphia, and of the Ohio, now building at the yards of the Union Iron works in San Francisco.

The hull of the Missouri is built of steel and is unsheathed. It is 388 feet long on the load-water line; is 72 feet 2½ inches in breadth, and at a mean draft of 23 feet 6 inches displaces 12,220 tons.

The hull is protected abreast of the boilers and engines by a side armor belt, extending 3 feet 6 inches above the load-water line and 4 feet below it, having a thickness of II inches for a depth of 6 feet 6 inches tapering to 7½ inches at the bottom of the belt, and by the casemate armor 6 inches thick, which extends from the side belt to the upper deck. At the ends of this case—



THE MISSOURI AS SHE WILL APPEAR WHEN IN COMMISSION.

The magazine and speliforms of the solp can stow 20 rounds of 12-inch ammunition. 2,20 rounds of 6-inch ammunition, 9,600 rounds of 6-pounder and 4,000 rounds of 1-pounder.

There are two military masts, fitted with

the usual signal yards tops and topmasts. The foremast is located in the usual way over the forward conning tower, the place occupied by the commanding officer during an engagement, the foundation of the tower forming the lower part of the mast. The armor of the forward conning-tower is 10 inches thick, and that of the after or signal tower 6. A steel tube, 12 inches in diameter inside and 7 inches in thickness, extends from the forward conning tower down to the protective deck, and protects the volce tubes, and telegraphs from the command-ing officer to the important stations of the

vessel.

The Missouri carries fourteen boats, of which one is a forty-foot steam cutter, and another a thirty-six-foot steam cutter of the usual navy type. The boats are handled by four cranes, all operated by steam, the engines for this purpose being located on the working platforms of the cranes.

Blige keels to reduce rolling are fitted to the vessel. Hydraulic gear is used in steering, and can put the rudder from hard aport to hard astarboard in twenty seconds when the vessel is moving at full speed.

The electricity, both for lighting the ves-sel and operating the turrets and hoists and for minor purposes, is furnished by eight thirty-two kilowatt generating sets. eight thirty-two minowatt generating sets. There are four dynamo rooms. Four powerful searchlights, two of which are placed on the top of the pilot-house and two on the mainmast above the upper bridge, will give warning of the approach of hostile vessels, and for night signaling the ship carries two sets of electric signaling apparatus.

carries two sets of electric signaling apparatus.

The normal coal supply of the Missouri is 1,000 tons, and the capacity of her bunkers is 2,000 tons. As in other ships of her type, the arrangement of the bunkers is such as to afford considerable incidental protection to the machinery.

The Missouri and her class are the first battleships of the United States Navy in which water tube boilers are provided, they being placed in four watertight compartments. There are three smoke-pipes. The two propelling engines are rights and lefts in separate watertight compartments, and are of the vertical cylinder, direct-acting triple expansion type, having four cylinders. The collective indicated horse-power of the main engines is about 18,000 when the vessel is making a speed of eighteen knots—almost twenty and three-quarter miles—an hour.

A refrigerating more on the best deck

A refrigerating room on the berth deck forward furnishes cold storage, and the

ship is supplied with an ice machine of the dense air type that can produce the cooling effect of two tons of ice per day. The windlass, which is of the most modern pattern, is operated by steam, and can raise both the bower anchors at once. It is housed in an inclosure just forward of the forward barbette.

The construction of the Missouri and her class was authorized by Congress on May 4, 1898, when the Spanish War demonstrated the wisdom of a much greater increase in the navy. The keel of the Missouri was laid on February 7, 1996, and the contract price of bull and machinery is \$2,885,000. Her complement is thirty-five officers and 5il men. But for various delays to the work, with which her builders cannot be charged, the ship would now be much nearer completion. She is now 40 per cent complete.

While of course it is possible to build larger and speedier ships than the Missouri, it would seem that the naval architects have about reached in her and her class the limit of the development of their art. She is about as complete a fighter as it is possible to construct in this day and generation. Battleships designed since the Missouri, the Georgia and her class and the Virginia and her class, are somewhat larger and speedier, but quite similar in de-

raise both the bower anchors at once. It is housed in an inclosure just forward of the forward barbette.

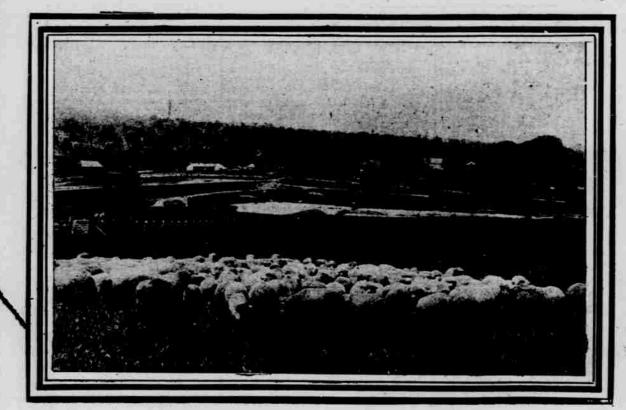
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has been to increase the size, speed and fighting abilities of its men-of-war.

Here, too, are building the battleship lilinois and the monitor Arkansas, the former almost complete. She had her official trial trip off the coast of Massachusetts on the 12th of the present month. ing and Drydeck Company is one of th gest and perhaps the most complete ab building plant in the world, not except those great yards which line the banks the Clyde and the Tyne. Eight thouse

AUSTRALIAN SQUATTER LORDS; THEIR GOLDEN FLEECE HARVEST.



SCENE ON AN AUSTRALIAN SHEEP STATION.

Peculiar Customs of the Sheep Barons Who Own Flocks of Millions -What It Costs to Run an Estate-The Managers and the Boundary Riders-Sheep Shearers and Their Big Wages-Life at the Stations-The Sun-Downers and the Jackeroons-How Sheep Are Shorn by Steam-The Ter-

rible Rabbit and the Attempts to Control Him - The Sheep in Fenced Paddocks.

gave Jehoram, King of Israel, 100,000 lambs as tribute. The pastoral magnates of those days must have had large farms, but there are farms here in Australia as big as all Palestine. There are sheep stations one hundred miles long. James Mills has a farm as big as the State of Rhode Island, and Samuel McCaughey has 1,314,000 acres in one block. James Tyson, the famous stock king, who died a few years ago, worth \$20,000,000, owned 2,000,000 acres, and there are many others whose holdings run high into the hundreds of thousands of acres.

Thousands of Miles of Wire Fences.

Special Correspondence of The Sunday Republic.

Sydney, Australia, May 15.—The sheep farms of Australia!

The world has never seen anything like them. There were big flocks in the days of the patriarchs, when Abraham and Lot id to separate to get new grazing srounds. It is written that King Solomon sacrificed 129,000 sheep when he dedicated the temple, and we know that Mesha, King of Mosh, gave Jehoram, King of Israel, 100,000 and sa tribute. The pastoral magnates of those days must have had large farms, but there are farms here in Australia as big as all Palestine. There are sheep stations one hundred miles long. James Mills has a farm as big as the State of Rhode Island, and Samuel McCaughey has L314,500 acres in one block. James Tyson, the famous stock king, who died a few years ago. worth 39,000,000, owned 3,000,000 acres, and there are many others whose holdings run high into the hundreds of thousands of scres.

Fortunes Invested.

Wales 40,000,000 out of the 41,000,000 sheep which are here owned are kept in fenced paddocks. There are thousands of miles of wire netting put up as fences to keep out the rabbits. There are millions of dollars invested in buildings, and the salary list of a great station is as long as that of a department store. Sheep raising is by no means a cheap business, and to make it hav everything must be carefully man.

The average sheep farm costs from \$15,000 to \$20,000 a year to run it, and there are some in which the expenses run into the hundreds of thousands of dollars a year. Of inte wages have steadily increased, until the men are now paid about \$5 a week with board. Every man receives weekly about twelve younds of meat, ten pounds of flour and a quarter of a pound of tea, as well as other things, so that every station must keep a large store and warehouse. Even the smaller stations have a sozen or more men in ordinary times, and at shearing times the hands are numbered by scores.

Live Like

The land in the better parts of Australia is valuable and even where it is rented of the Government it runs rapidly into money. The leases are different in the different States, the price in Queensland being from \$5 to \$8 per square mile per annum. I know of one man who has \$6,000 acres in Queensland for which he pays only half a cent per scre per year, but even at this rate it foots up \$1,200, and there are farms which pay rents of tens of thousands of

with galvanized iron. Their homes have a sometimes a hundred miles daily. They shear for a few years, getting all the way five years will increase to 19,000,000 pairs score or more rooms, with wide verandas carry their blankets with them and at night from \$600 to \$700 or more a season, and The first man who brought rabbits score or more rooms, with wide verandas running around the house. They have many servants and their surroundings are more like those of a feudal Baron than of the ordinary sheep farmer. Most of them are well educated, many are college bred, and their establishments show all the evidences of culture and taste. There is one squatter who has a picture gallery which has cost him \$125,000. Others have fine libraries and music-rooms, and, in all, you will find the leading Austradan and London newspapers, especially those of a sporting character. There are large stables connected with these establishments, with horses for riding and driving, as well as those for many large and has something to the privilege of watching the sheep and learning how to handle them. He usually stands well with the proprietor and has something

character. There are large stables connected with these establishments, with horses for riding and driving, as well as those for the men employed on the estate. On most stations you will find a good supply of guns and fishing tackle, and not infrequently tennis, cricket, croquet and golf grounds.

The people are more careful as to matters of etiquette than in the cities. It is the usual thing to dress for dinner, and, although there may not be a stranger within fifty miles, the men will appear night after night in evening suits, and the ladies in decollete dresses, while the servants who wait upon them are in livery. In traveling through the country here every gentleman carries a dress suit with him. If he goes away from the railroad he usually has an extra horse for his baggage, or he may take his boiled shirts and store clothes in saddle bags on the back of his horse. The people are the soul of hospitality, and it is taken for granted that whenever you call you will be asked to stay.

Forty-Mile Ride Forty-Mile Ride

to a Dance.

to a Dance.

The social life on these big Australian farms is largely made up of parties and dances and afternoon teas. It is not an uncommon thing for a young man or young woman to ride or drive five, ten or fifteen miles to take a cup of tea with a friend. At the dances people will come forty and fifty miles, riding all day to get to the place of festivity, dancing all night and then atarting back home as the day breaks.

The Australians are fond of racing, and there are tracks connected with every town which are attended by the men from the stations from a hundred miles about. There are hops and receptions at the larger stations, and there is something going on in nearly every section all the year through.

Both men and women pay a great deal of attention to dress. Some of the belies of the Queensland Bush come regularly to Brisbane and carry back wardrobes to astonish their rivals. The fair country giris of New South Wales get their fashions from Sydney and those of Victoria send annually to Melbourne for their clothes. A great deal of ordering is done by mail, and the latest fashions are as much desired on one of these stations a hundred miles from nowhere as in the Australian metropolis.

The Sun-

The Sun-

Breaking of Australian hospitality calls attention to the tramps or sun-downers. These men are of the same character as our tramps in the United States. The most of them will not work, but they travel about on foot from station to station, each carrying a can and a blue blanket. From the blanket they are sometimes called "Humping Blueys." When they arrive at the station they call upon the manager and ask for rations. They are so common that a fixed ration has been allotted to them. This consists of one pound of flour, one-half pound of sugar and one-eighth of a pound of tea. In some places there are little shacks or shantles which have ben put up to accommodate such men over night. They cook their own meals and their blanket is their only bedding. Station

Employes. Among the employes of every station are the boundary riders, men who ride about the fences day after day and see that every-thing is all right. These men spend all the time in the middle ridles forty and

The Shearers and

Their Unions.

Sheep shearing is a profession in Australia. There are thousands of men who do nothing eise, and they form one of the most important classes of Australian workmen. They have one of the biggest unions of the world, and every colony makes laws for them. There are regular blank contracts for shearing sheep, having been agreed upon by shearers and squatters, and these, as a rule, are rigidly lived up to. Not long ago there was a strike of the shearers of Queensland because the squatters claimed they had the right to employ nonunion men if they wished. The strike was declared at the beginning of the shearing season, and the country was patrolled by the union members on horseback, armed with rifles and revolvers, to keep out the nonunionists. Many wool sheds were burned, but the Government sent out police and gatting guns to escort the nonunion laborers to their work, and thus broke up the strike, although it cost more than \$1,000,000 to do so. Their Unions.

Dollars a Day.

Dollars a Day.

The shearers make good wages. They are paid 5 cents a sheep, and a good man can shear a hundred a day, so that the average wages are about 55 a day during shearing time. The shearing season lasts for nine months. It begins early in the year in Queensland, where it is warm, and extends from there south from station to station until South Australia is reached, and then still later in Tasmania.

Every station has its shearing shed, with barracks in which the shearers are to sleep. They furnish their own food, buying it of the squatter at wholesale prices. Each gang of shearers has a cook, and, as a rule, they live very well.

In the past many of the shearers were

a rule, they live very well.

In the past many of the shearers were drunkards. They would work at a station until they had finished, and then take their wages to the nearest public-house or saloon and there consume them in liquor. Sometimes, so I am told, they would hand their money over to the landlord and tell him to keep an account and put them out when the money was done, which agreement was promptly carried out on the part of the latter. To-day many of these men are frugal and temperate. They

Shearing Sheep by Machinery.

are apprentices, and a few of them, sent out here to learn the business, get no wages.

Indeed, they have nicknames here for the different classes of hands on a station, calling them jackeroos and classing them as "gold tails," "silver tails" and "copper tails." The gold-tail jackeroo is a young man who has come from England to learn stock farming. He pays something for the privilege of watching the sheep and learning how to handle them. He usually stands of a place in society. The "silver tail" pays nothing and, as a rule, gets nothing except experience, while the "copper tail" is pud as small stipend for his work.

Every station must have its manager and its overseers. On the larger stations there are bookkeepers and storekeepers. Nearly every one has its blacksmiths and carpenters, its gardeners, hostlers and men of all work. The managers get high wages. They are skilled men, and it depends largely upon them as to whether the station furnishes a profit or loss. Some of them are experimenteers. They study sheep-breaking and claim that they can increase the wool clip by doing so. One, for instance, who has charge of 130,000 sheep, recently asserted that he had raised his wool crop more than 75,000 pounds of wool at 10 cents a pound are worth \$7,500, and an increase of \$7,500 to the profit account will more than pay the salary of an expensive manager.

The Shearers and

After the wool is shorn it is sorted and packed. The different parts are put in different bundles which are sewed up in bags and are then ready for shipment to the markets. On some stations the wool is baled in packages of 39 pounds.

Many of the stations are miles from the railroads, and in such cases the wool has to be carried there on certs drawn by oxen. Some carts will carry ten tons, a yoke of eight or ten oxen being used to draw them. The ordinary freight charge is 25 cents per ton per mile, which is quite in contrast with the freights from the Australian ports to Europe, where a ton is carried 11,000 miles or more for 55. The freights are even higher than this in certain parts of southern and western Australia, where camels are used to bring out the wool. The camels are brought from Arabia and India, and some of them are excellent. I am told that a single camel will carry two bales of wool, and that they are used for all sorts of freighting.

The Terrible Rabbit.

Rabbit.

The squatter never has the nightmare. If he is drunk or has eaten too much he is ilable to have the rabbit-mare. If he gets the delirium tremens he sees rabbits rather than snakes, and rabbits are, in fact, the terror of every one. They are found by the tons of millions all over the country, and if not destroyed they eat all the grass and the sheep must starve. Hundreds of stations have been ruined by them, and every station has its men who do nothing else but hunt and trap rabbits, some single men averagins as much as 40) killed rabbits per day.

Australia has already invested millions of dollars in rabbit-proof wire fences. Large rewards have been offered for something which will destroy the rabbits and rid the country of them, as, for instance, the case of New Bouth Wales, where the Government once promised to give \$125,000 to any one who would suggest or freent anything that would bring about that result. At present the people are spending as much as \$1,000,000 a year to keep down the rabbits, and still they breed and breed, and never stop breeding.

From careful estimates it is found that

nover stop breeding.

From careful estimates it is found that a pair of Australian rabbits will produce six litters a year, and that each litter will

country near Melbourne, and he wants something to remind him of home. The rabbits grew in number so rapidly that am told they eventually cost him mothan \$30,000 in loss of stock, and that

Thousands of Miles of Wire Fencing.

There is now a wire netting fence miles long between New South Wales of South Australia, which was put up by Wales Government; there is South Australia, which was put up by the New South Wales Government; there is another fence of 8t miles along the Queensland border, and in the southern end of the colony there is a fence 612 miles long, while a similar fence has been erected by the Queensland and New Bouth Wales Governments 115 miles in length, making all together more than 1,100 miles of rabbit proof fencing put up by the Governments. At present there are about 18,000 miles of rabbit fences in New South Wales along and hundreds of miles are in course of erection. There are thousands of miles in the other colonies, and it is probable that eventually the most of the stations will be so fenced.

fenced.

The usual wire netting for this purpose is about 4 feet wide, with meshes not more than 1½ inches in diameter. The average fencing costs about \$29 per mile, so that the total expense is enormous.

Within the last few years some rabbits have been exported in a frozen shape for Lonuon, but such exportations will never equal the losses which the animals have entailed upon the squatter.

FRANK G. CARPENTER.

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THE WATCHER

The night was dark and fearful,

The blasts swept walling by, A watcher, pale and tearful, Looked forth with anxious eye. How wistfully she gazeth, No gleam of morn is there, Her eyes to heaven she raiseth in agony of prayer.

Within that dwelling lonely, Within that dwelling lonely,
Where want and darkness relan.
Her precious child, her only,
Lay mounting in his pain;
And death alone can free him;
She feels that this must be,
But, "ch! for morn to see him.
Smile once again on me."

Smile once again on me. A hundred lights are gleaming

In yonder mansion fair,
And many feet are dancing;
They heed not morning there,
Oh! young and joyous creatures,
One lamp from out your store
Would give that poor boy's feats
To his mother's gaze once more

The moreing sun is shining,
She beedeth not its ray;
Beside her dead, reclining.
That pale, dead mother lay,
A smile her lips was wreathing,
A smile of hope and love,
As though she still were breathing:
"There's light for us above."

Of all the myriads who play the plano, how many knew that "Tom Bowling" Did-din was the first man who played the instrument in public? That was in 1767, and the feat was performed at the first night of "The Beggar's Opera." Even the plans was not regarded as a solo instrument, for that privilege was still reserved for the harpsichord.—Invention.

A Startling Vold.

"Why did the parson stop suddent clutch at the corner of the pulpit?" "He happened to catch sight of old Mrs. Widemouth's terrific y